#### COMMERCIAL.

HONOLULU, OCTOBER 5, 1886. The past week has been a busy one along the wharves, although there are but four foreign arrivals reported. On the 28th, the bark Pacific arrived from Bremen with a full cargo of assorted merchandise, consigned to Messrs. H. Hackfeld & Co. On the 28th, the bk. Eureka came in from San Francisco, her deck piled up with freight, giving her more the appearance of a river craft than of an ocean trader. The Oceanic mail steamer Mararon arrived on Saturday promptly on schedule time, 6½ days from San Francisco, and sailed at 7 p.m. for the Colonies. She brought but little freight for this port.

Yesterday the term W. S. Bowne arrived, 15 days from Yesterday the term W. S. Bowne arrived, 15 days from San Francisco, with an assorted cargo to Messrs, F. A. Schaefer & Co. She will be laid on to feturn to San Francisco. The bitte Ella, Rust, also arrived from San Francisco in 15 days, consigned to C. Brewer & Co.

The departures of deep sea vessels for the past week have been the Brunhilde, for Callao; the Forest Queen for San Francisco, with angar; the Isle of Erin and Amana, both for Portland, Oregon, with coal and cement; the S. S. Wilmington, for San Francisco and the S. S. Mararoa, for the Colonies. The Wilmington took only a small cargo, sngar and rice receipts hating dropped off aimost entirely.

The bark Ceylon leaves to-day for San Francisco, with nearly a full freight of sugar and sundries.

Advices from San Francisco report an advance of ½ of a cent per pound on sugar.

There have been several large fallures in San Francisco during the past month. From the Bulletin we cilp the following referring to them:

The community has recently been surprised and shocked by four large fallures in this city. Two of these were in the Dry Goods line, representing the retail and wholesale Boot and Shoe department, and the fourth in the wholesale Boot and Shoe department, and the fourth in the wholesale Boot and Shoe department, and the fourth in the wholesale Boot and Shoe department, and the fourth in the wholesale Boot and Shoe department, and the fourth in the wholesale Boot and Shoe department, and the fourth in the wholesale Boot and Shoe department, and the fourth in the wholesale Root and Shoe department, and the fourth in the wholesale Root and Shoe department, and the fourth in the wholesale Root and Shoe department, and the fourth in the wholesale Root and Shoe department, and the fourth in the wholesale Root and Shoe department with its creditors. The gross liabilities, so far as they have been ascertained, are as follows: this port. Yesterday the tern W. S. Bowne arrived, 15 days from

ors. The gross liabilities, so far as they have been

Firms.	Suspended.	Liabilities
Keane Bros	August 27	\$236.00
Hobart, Wood	& Co August 28	170,00
J. Baum & Co.	Sept.10 Sept. 17	

Total Liabilities .. \$1,529,000

#### PORT OF HONOLULU.

Arrived. Tuesday, Sept. 28. Ger bl: Pacific, Oltman, 142 days from Bremen

Tern Ke Au Hou, from Paia harbor. Schr Nettle Merrill, from Walanae Schr Mary E Foster, from Kauai WEDNESDAY, Sept. 29.

Stmr Wainleaie, Hail, 7½ days from Ocean Island Stmr Jas Makee, Weir, from Kanai and Wainnae Stmr Kilauea Hou, Cameron, from Hawaii Am Stmr Suprise, Roberts, from Watanae Schr Ehukai, from Waialna

THURSDAY, Sept. 30. Am bktne Euroka, Winding, from San Francisco Schr Walole, from Hilo Schr Nettle Merrill, from Ewa

FRIDAY, Oct. 1. Stmr W G Hall, Bates, from Mani and Hawaii

R M S Mararoa, Edie, 6 ds 14 hrs from San Francisco Stmr Kinau, King, from Hawaii and Maui Stmr Likelike, Lorenzen, from Mani Stmr Mokolii, McGregor, from Molokai and Mani Stmr C R Bishop, Nye, from Hamakua Schr Malole, from Hawaii Schr Liholiho, from Kauai Haw bk Thos R Foster, Rugg, 49 days from Newcastle,

Stmr Iwalani, Freeman, from Kauai Stmr Waialeale, Weir, from Kauai Schr Kawallani, from Koolau Schr Manuokawai, from Koolau

Monday, Oct. 4.
Am tern W. S. Bowne, Paul, 15 days fm San Francisc.
Am bktne Ella, Rust, 15 days from San Francisco

Sailed. Tursday, Sept. 28.

Am schr yacht Brunhilde, Phelps, for New York via Callao, S A
Stmr Kinau, King, for Maui and Hawaii Stmr Iwalani, Freeman, for Kauai Stmr C R Bishop, Nye, for Maui and Hawaii Schr Mol Wahine, for Hawaii Schr Kaulkenouli, for Hawaii

Am stmr Surprise, Roberts, for Walanae Stmr Lehua, Davis, for Hamakua, Hawali Schr Emma, for Kauai Schr Leahi, for Kauai

THURSDAY, Sept. 30.

Stmr Kilauen Hou, Cameron, Jor Mani and Hawali Saturnary, Oct. 2. Stmr Wilmington, Hughes, for San Francisco Am bk Forest Queen, Winding, for San Francisco Br bk Isle of Erin. Inster, for Portland, Or U S S Marnroa, Edic. for Auckland and Sydney Br ship Amana, Becket, for Portland, Or

Am bk Atlanta, Hillman, for Puget Sonnd Am bkine Planter, Perriman, for Port Townsend Stmr Kinas, King, for Mani and Hawaii Stmr Mokolii, McGregor, for Molokai and Mani Schr Waichu, for Kanai MONDAY, Oct. 4.

#### Vessels in Port.

Am bk Ceylon, Calhoun
Am bk Eisinore, Jenks
Am steam-schr Surprise, Roberts
Am bk Hesper, Ryder
Am bktne Eureka, Winding
Ger bk Pacific, Oltman
Am tern W 8 Bowne
Am bktne Eila, Rusi

### MEMORANDA

Report of R M S Mararoa, Edie Commander-Left the wharf at San Francisco on Sept 29th, 3:5 p m, dis-charged pilot 4:20 p m; had light NW winds for four days, afterwards southerly breeze till arrival; received pilot on Oct 2d, 6 a m.

#### IMPORTS.

From San Francisco, per Mararoa, Oct 2-1 horse, 106 bbls beer, 20 pkgs fruit, 1 cs cigarettes, and 8 pkgs.

#### PASSENGERS.

ABRIVALS. From Bremen, per Pacific, Sept 28-W O Zaller, W

From San Francisco, per Eureka, Sept 30 Jas T White, Mrs Mary Jane White, Peter Blue, Geo Shel-don, D Husdall.

From Maui, per Likelike, Oct 1—T P Lawler, H P Balewin, Miss M Baldwin, Mr Brodle, wife and nurse, Mrs Makakoa, C Aka and child, and 106 deck. From Maul and Hawaii, per Kinau, Oct 2-Mr Ehrlick, J S O'Dowd, E S Coffing C McKenzie, W A Kui Mrs S Dowsett, Mrs Ashford, Miss Pauahi Judd, Miss Annie Cleghorn, W H Cummings, Aki, and 66 deck.

Annie Cleghorn, W. H. Chmmings, Aki, and so deck.

From San Francisco, per Mararon, Oct 2—Col Claus
Spreckels, wife and maid. H.B. Armstrong, S. Roth, E.
McDade J. Hyman, J. T. Waterhouse and wife, Mrs. D.
Raymond, D. Foster, Mrs. Fuller and daughter, Miss.
Foster, W. H. Hill, R.C. Spalding, wife and son, C. W.
Gray, Mr. Clementson and wife, Mr. Bowles and wife,
Mrs. Hall, F. C. Lowrey, Mrs. Stores, M. Shyke, J. Bostor,
C. K. Dean, Mr. Walsh, and wife, Miss. Cameron, Mr.
Englebracht, D. G. Thompson, and 31 steerage.

From Kausi, ner Waislenie, Oct. 3—J. Bolster, I. Sher-From Kauai, per Wainlenie, Oct 3-J Bolster, I Sher-man, and 28 deck.

From Kauai, per Iwainni, Oct 3—A Robinson, A E H Swift, Mrs W E H Deverell, Miss Rose Makee, Miss M Spencer, and 67 deck.
DEPARTURES.

For Maui and Hawali, per Kinsu, Sept. 28—W.R. Castle, wife and child, Mrs Ashford, Mr Enrlick, Jas Campbell and servant, Mrs Holt, and about 78 deck. For Kauai, per Iwaiani, Sept 28 - Her Ex Governess Lanihau, W Pfotenhauer, W O Zailer, E Muller, C H Tieman, Mr Bachholt, Mrs K Kamio, Mr Opeka, Mrs Maioho, and 160 deck.

For San Francisco, per Wilmington, Oct 2- Chas A Brown and bride, C J Fishel, H Norman, W. F Mc-Whirter, and 8 in steerage.

For San Francisco, per Forest Queen, Oct 2 - John H
Babcock, J Mallaird and wife, C L Wood and wife, J

For Auckland and Sydney, per Mararon, Oct 2-C B McKenzie, C Bowler, D Wienenberger, Mies Minnie G Bolster, Miss Ellen F Bolster, Master Wm Bolster, H Thompson, J !! Perrin, A C Waston, C Brandt.

#### MARRIED.

BROWN-II-At the residence of the officiating clergyman, in this city, on the 30th Sept. by Rev. Dr. C. M. Hyde, Mn. Chanas Armstra Brown to Miss Irene I., daughter of the late Justice II, and ward of Chief Justice Judd.

HUSTACE-WARD-At the residence of Mrs. Victoria Ward, in this city, on September 29th, by Rev. H. H. Parker, FRANK HUSTAGE to MISS MARY WARD, eldest daughter of the late C. P. Ward.

#### A Quick Trip .

The steamship Mararoa is credited with having made the run from Sydney via Auckland to San Francisco, in 23½ days, said to be the best on record. The mails at San Francisco were in time for the Overland train just about to start for the East. The mails reached New York and were placed on board the fast steamer Etruria for Queenstown and Laverpool. The result was the mail reached London in the remarkably quick time of 37 days from Sydney, and 32 days from

### DUNNOTTAR CASTLE RELIEF EXPEDITION !

#### PER STEAMSHIP WAIALEALE.

We left the wharf at Honolulu at 4:45 on Tuesday afternoon, September 14th, and after clearing the channel, headed the steamer direct for our destination. The wind being favorable the sails were set, and everything done to make the journey as quickly as possible. The passengers were Mr. Norman, chief officer of the Dunnottar Castle; Mr. W. H. Baird, Dr. Craddock, Colonel Boyd and Mr. J. D. Strong. After dinner the steamer was tumbling about in the Kauai channel, and the passengers gradually disappeared, evidently suffering from 'an emotion caused by the motion of the ocean." The breeze continued good during the night, and the bright moonlight was a temptation to sit out on deck, as the members of the party were restless and unable to sleep. Sunrise next morning found us passing Niihau, and after break-fast Kaula was left astern, the last land we should see until we arrived at Ocean Island. Large numbers of sea birds of various species were flying round, and several were shot.

Nothing happened to cause any excitement, and the time passed pleasantly until Saturday, when a lookout was sent to the masthead to watch for anything; as in case a second boat had left the Island we might intercept it. Sunday morning found us 175 miles from the Island, and all on board were feeling anxious. Next morning, Monday, nothing was to be seen at daybreak, and the horizon was hazy. Just as breakfast was finished, 7:40, the man on the lookout called out that he saw land, and on the second mate going up he confirmed the report, and as the baze was clearing rapidly he immediately afterward reported that he saw the ship. The steamer's course was slightly altered, and as the ship was not yet visible from deck, we proceeded to pack up the articles necessary to take ashore. When this was finished we found that we were close to the Island, but were unable to see any sign of life on it. Then the tent came into view, and the flag was run up to the masthead, and the whistle blown, but no answering signal was given. We were now running along the reef to the ship and found good anchorage about 300 yards from where she lay. A casual observer would have thought she was at anchor, as she lay there with her masts and stays all perfect and her sails furled, excepting that she was so still and dead.

First thoughts were for the crew, and a boat was

at once got ready, and the passengers took their places, taking with them a quantity of necessaries which might be required. After a long pull of about six miles, we reached shore about 11:30. As we approached we were unable to make out that there was anyone there. When about twenty yards from shore three dogs ran out of the tent and barked furiously. On landing, Mr. Baird and the doctor went up to the tent followed by the other members of the party. Lifting the cartain of the tent it was found to be empty, and an indescrib-able relief was felt by all present. A search was then made for some message giving information of the crew, but it was not for some time that a bottle was found tied to a post on the beach. This was given to Mr. Norman, who read the following message

Cure Island, Wednesday, August 18, 1886. This is to anyone who comes here, that the crew, twenty-two in number, of the ship Dunnottar Castle, after being here for thirty-three days, was taken off the island by the ship Birnam Wood, of St. Johns, N. B., from Hongkong, bound for Valparaiso, my Chief Officer, five men and one apparation by the street the street of the stree paraiso, my Chief Officer, five men and one apprentice having gone away in the lifeboat three weeks before for assistance. The Birnam Wood being bound for Valparaiso, I expect to be landed there. At the time of departure, all the crew were well. (Signed) H. A. Martis, Master of ship Dunnottar Castle.

This was received with cheers, and everyone felt correspondingly happy. The boat was then sent back to the ship with a copy of the message and to bring the materials for the house. Colonel Royd then asked for the attention of those present.

Boyd then asked for the attention of those present, stating that he had been commissioned by His Majesty to take possession of the island, as part of the Hawaiian Kingdom. After reading his commission he said: "From the traditions of the Hawaiian people it had long been supposed that the islands to the northwest of the group at present known as the Hawaiian Islands, had formerly been part of that Kingdom, and recent investigations of the Board of Genealogy had established the fact that this island (Cure Island) had formerly been known as Moku Papapa. He now Boyd then asked for the attention of those present, formerly been known as Moku Papapa. He now sion of the island, as a part of the Hawaiian Kingdom..

The Hawaiian flag was then hoisted on the flagstaff erected by the crew of the Dunnottar Castle, and three cheers given for the King. A copper plate was nailed to the flagstaff, with the inscription: "Formal possession taken of this island (Ocean Island, or Moku Papapa,) by Colonel J. H. Boyd, His Hawaiian Majesty's Special Commissioner, on behalf of the Ha-waiian Government, September 20, 1886."

After a very rough and ready lunch, the party started off to explore the island, which lies in a corner of the lagoon and is entirely protected by the reef. There are also three smaller sand banks, to which it is possible to cross at low water. The beach is about 100 yards in width from the water to the edge of the vegetation, which grows in the center of the island. Including the sand-banks, the island is about three miles in length and about one-half mile in breadth in the widest part, tapering away to a very narrow strip of sand. The greatest elevation is about

thirty feet. Three varieties of plants were found, the principal one being a shrub about three feet high, with a small cactus-like leaf without the prickles, and a small yellow flower on the stem. Another bush had a leaf like a sage plant, and bore a berry resembling a gooseberry. The other plant was a creeper, with a flower like a convolvulus.

This vegetation was splendid cover for the sea birds, of which there were thousands. Some five or six varieties of these were shot; also two plover and a snipe. The nesting season was just over, and the place was alive with young birds, some of which were covered with down as white as snow. Several of these were taken aboard, but managed to get away during the voyage home. Many shells of crayfish were noticed on the beach, and the water in the lagoon was swarming with fish of various kinds.

Returning to the tent we set to work to prepare tea, which was heartly enjoyed by all. Then the boat was seen coming ashore with the materials for the house. These were carried to the house site, and the carpenters set to work at once to erect it, and working during the night, had the building advanced by morning. During the stay on the island the party occupied the tent which had been left by the crew, and as there were several heavy rain squalls during the night, were glad of the shelter it afforded. First thing in the morning the boat was sent back for the tanks, and Messrs. Baird and Norman returned to the

About one hundred yards from the Dunnottar Castle camp are the remains of the sloop which was in course of construction by the crew of the Saginaw when they were rescued. The keel, stem and portion of the ribs are standing, and formed the frame of a tent which was used by the crew of the Dunnottar Castle until they put up the large tent afterwards used by them.

The Dunnottar Castle lies in the middle of the entrance to the lagoon. The reef starts about one mile from either side of the ship, and extends in a circle for about twenty-five miles, the island lying in the southeast corner of the lagoon. Fish were swarming about the ship, and a quantity of rock cod were caught while the steamer lay at anchor. We reached the steamer about 6 o'dock, and at 8 o'clock started for Honolulu. On the return passage a course was taken to the northward of the shoals between the islands, and strong head winds were experienced most of the way. On Saturday afternoon, September 25th, passed Gardsaturday atternoon, September 2011, passed Garuner Island, a lone barren rock, and the evening of
the following day, Sunday, sighted Necker Island
in the distance. Tuesday morning at daybreak we
were passing close to Niihan, and had a good
view of the island. Passed the south end of
Kauai during the afternoon; at sundown were
test able to discorn Oabn and arrived at Honolulu. just able to discern Oahu, and arrived at Honoluln Wednesday moraing, September 29th, at 6 o'clock. Walaleale,

#### The Water Front.

The arrivals foreign during the week have been light, only three, viz: the Stmr. Waialeale from Ocean Island, the bark Eureka and Stmr. Mararoa

rescued and that all were in good health at that date. The "Envoy Extraordinary" of the Hawai-ian Government took formal possession of this worthless island in the name of the King, and im-mediately after reading his proclamation hoisted the Hawaiian colors. Good water had been found by the shipwrecked crew by sinking a well some twelve feet deep. Three dogs were also found roaming about the island, left there by the ship-wrecked crew. The Waialeale brought up considerable wreckage in the way of sails, running rigging, blocks, etc. The house and tanks sent down by order of the Hawaiian Government were put in place, and various seeds were planted, for the use of future unfortunates who may be obliged to take up an unvoluntary residence on this uninviting and inhomitable identical.

to take up an unvoluntary residence on this uninviting and inhospitable island.

The barkentine Eureka from San Francisco, agrived on Thursday morning last with a full cargo for this port, including about 200 hogs. Just before arriving in port a temporary house containing ground feed, etc., fell, crushing to death some eight hogs. Fortunately the weather was fine, otherwise this disaster might have resulted more seriously for the safety of the ship.

more seriously for the safety of the ship. Saturday the steamship Mararoa arrived along-Saturday the steamship Mararoa arrived along-side of the wharf at 7 a. m., after a fine run down in 6 days 15 hours. The Mararoa brings 33 saloon and 31 steerage passengers, and a light freight list. She sailed again for the Colonies at 6 p. m. the same day—taking several passengers. The bark Forest Queen sailed Saturday, for San Francisco with a full cargo of sugars, &c. The bark Isle of Erin, also sailed the same day for Portland, Or. with port of original cargo. The steamer Wilmington, sailed for San Fran-

The steamer Wilmington, sailed for San Fran-

cisco, at 3 p. m., Saturday, taking about 600 tons of freight, mostly sugar. The bark Ceylon sails to day with a full cargo of sugar.

The steam schooner Surprise, after various tests at sea, and an examination on the Railway, under

the water line, all of which proved satisfactory, has been purchased by the Pacific Navigation Co. for their coasting service, and will shortly be placed in commission. On Sunday the 3rd inst., the Haw. bark Thos. R.

Foster, Capt. Rugg, from Newcastle. N. S. W., arrived, with 1,600 tons of ccal to C. Brewer & Co. The bark comes into port looking trim and neat in every particular, and reflects credit on her Captain and officers.

The fine new barkentine Planter, after taking

in ballast sailed for the Sound yesterday to load lumber for this port. Capt. Perriman found he would have to delay here too long awaiting a car-go of sugar, and decided as above, After dis-charging, the Planter, by order of her Captain, was thrown open for the inspection of the public, and was very generally visited by our sea faring and was very generally visited by our sea raring men and favorably commented on for her staunch appearance and beauty of model. Her cabin, although small, is highly finished with various California woods, and is a marvel of neatness. She is another striking proof of what our reciprocity treaty is doing to build up an American marine service in the Pacific.

The German bark Pacific from Reman are

The German bark Pacific, from Bremen, arrived last Tuesday, with a cargo of general merchandise to Messrs. H. Hackfeld & Co., and is discharging at Brewer's wharf. The British bark Afnana, after discharging her Honolulu cargo sailed yesterday for Portland,

Yesterday, the bark W. S. Bowne arrived from San Francisco, with a cargo of assorted merchan-

#### A Fraud.

Many of the Gazette readers will remember a man named Ross Raymond, who passed through Honolulu in 1883, making a stay of a few weeks, during which time he became acquainted with a number of prominent people here. He represented himself as a correspondent of the London Daily News and a half brother of Mrs. now Lady Brassey. From here he went to Australia and then returned to the United States. He is called to mind by a paragraph which appears in one of the New York papers. It states that Mr. Ross Raymond is now in prison in that city for passing

bogus checks.

The biographical notice published states that Ross Raymond has been one of the most successful swindlers of the age. He has appeared in an innumerable number of characters, and has swindled people in almost every city in the Union. He was actually a brilliant writer having served on the Denver Tribune Chicago Times Baltimore. on the Denver Tribane, Chicago Times, Baltimore American and New York Heruld, for the latter writing the account of Garfield's sickness and death. He married a San Francisco lady Miss Lizzie Lindermann and squandered her fortune of \$100,000. He ran a house in Calcutta with forty servants and everything to match. He was a war correspondent in Egypt. He turned up in Paris with a fez on his head as Raymond Bey. In fact there are no end to his adventures. During his stay here he much admired the present Minister of Interior, no doubt in him he recognized a kindred spirit. Alas he languishes in an Eastern prison, so that at present he is not available for a any appointment; however he cannot languish forever and when he gets his ticket of leave let him post straight for Mr. Gibson Honolulu, Oahu, H. I. The greater rascal he is the better chance he has of employment, and he was a most plausi-

#### Clean Water

Some excellent work is being done up the valley for the Water supply of the city. Since the five thousand feet of large pipes have been laid connecting the upper systems with the lower, a large area has already experienced a considerable benefit, and the pressure of water has been very large-

ly increased.

Work is now being carried on in the upper part of the valley and pipes are being laid from the head waters, a short distance above the late Queen Kalama's residence, which will bring clear and pure water to every house in town. The old system of open ditches, by which not only a large quantity of water was lost, but which gave an opportunity for every kind of filth to get into the water, will now soon be done away with. The pipes now reach to the late Woodlawn Dairy premises and the work will probably be completed in three weeks more. There are thirty-five men in three weeks moze. There are thirty-five men employed in digging and laying, and they are getting along at the rate of about 300 feet a day.

After leaving the head water, where a concrete basin is to be made and a system of filters established the missing head to be seen as the stablished the missing head and a system of filters established the missing head to be seen as the stablished the missing head and a system of filters established the missing head to be seen as the stablished the missing head and a system of filters established the missing head to be seen as the stablished the missing head and a system of filters established. lished, the pipes had to be carried across two de-pressions which entailed some 400 feet of trestle work, this has been substantially done. The line taken is the side of the road, thus not interfering with the rights of any private property owners. In many parts the pipes are above the road level and are supported by platforms of stones, the latter being gathered from the road, which is the better for having been cleared up. At the streams near the Half Way House, a thirty foot span bridge has been built, which lifts the pipes out of all fear of freshers no matter haw high they are

all fear of freshets, no matter how high they may There can be no doubt as to the practical ex-cellence of the work, and Honolulu will have at a cheap rate a supply of water more than ample for her wants. We are informed by Supt, Wilson that over 3,000,000 of gallons will run through the pipes daily, and as very little over 2,000,000 is, and this supply hardly varies even during the driest months. When Honolulu has lacked water it has been caused not by failure at the head waters, but by evaporation and supage in the open ditches. We have had an expensive engineer at a large salary figuring away to give us a water supply with no result. We are now going to get an excellent supply for something under \$20,000.

#### The Steam Schooner Surprise-

On Wednesday morning last the steam schooner Surprise went on a trial trip to Wainnae, Cahu, to enable her intending purchasers, the Pacific Navigation Co., to observe her sea-poing and steaming qualities. A number of invited guests were ou board. At 8:40 the steamer started, and after clearing the harbor set her sails to a light breeze, which enabled her to bowl along at nearly 7 knots per hour, reaching Waianae landing at 12:40 p. m. After partaking of lunch on board, the guests were landed and proceeded to the examination of the Waianae plantation Co's Mill and cane fields, and also paid a visit to Mr. Atwater's school. The weather proving warm, the sight-seeing was limited to a very small area. A 2:40 the Surprise was headed for Honolulu with a fresh breeze, reaching her wharf at 7:40. It is needless to say that sayard. headed for Honoloid with a fresh breeze, reaching her wharf at 7:40. It is needless to say that several of the guests on the trip had to pay tribute to Neptune, and no doubt felt much better next day. On Friday the Surprise went on the Marine Railway for examination under the water line by experts and was pronounced staunch in every from San Francisco.

The Waialeale returned from her mission of mercy to rescue the crew of the wrecked ship Dunnotar Castle, stranded on Ocean Island. The steamer arrived at Ocean Island in a run of 5½ days from Honolulu, only to find that the Captain and crew had been taken off by a passing vessel bound for Valpariso. A letter was found on the island stating that the wrecked crew had been Shipping.

### wilder's Steamship Company

KING, Commander.

Leaves Honolulu as per the following schedule, touching at Lahaina, Maainea, Makena, Mahukona, Kawaihae, Laupahochoe, Hilo and Kesuhou:

Commencing on MONDAY, July 26, 1888, and on every alternate Monday, at 4 p.m., the Kinan will make the VOLUANO TRIP, touching Keauhou on Wednesday morning, where horses and carriages are waiting to convey passengers to the VOLUANO HOUSE (ave miles in the saddle and nine miles by carriage). Passengers by this route will have two days and two nights at the VOLCANO HOUSE.

TICKETS FOR THE ROUND TRIP TO THE VOL-HARGES.

The Kinan will arrive in Honolulu Sunday mornings on Volcano Trips. On Hilo Trips, will leave Honolulu on Tuesdays, and return Saturday morning. PASSENGER TRAINS connect with the Kinau at

The Kinan WILL TOUCH at Honokaia and Pasuhau on down trips from Hilo, for Passengers, if a signal is made from the shore.

#### STEAMER LIKELIKE LORENZEN, Commander.

Leaves Honoiulu every Monday at 5 P. M. for \*Kau-nakakai, Lahaina, Kahulni, Huelo, Hana and Kipahulu, every week; Keanae, Mokulau and Niu, every other week. Returning, will stop at the above ports, arriv-ing back Saturday mornings. -\*For mails and passengers only.

### STMR. KILAUEA HOU,

CAMERON, Commander. Will leave regularly for Lahaina, Paauhan, Kohola ele, Ookala, Kukaian, Hoonobina, Laupahoehoe,

## STEAMER "MOKOLII,

McGRECOR, Commander.

Leaves for the following ports every alternate Monday at 5 p. m.: Commencing August 2nd-To Lanai, Kamalo, Pukoo, Lahaina, Olowalu. Returning to Lahaina, Pukoo, Ka malo, Lanai, arriving at Honolulu Saturday morning Commencing August 9th—To Kaunakakai, Kamalo, Pukoo, Halawa, Wailau, Pelekunu, Kalaupapa, Returning to Pukoo, Lahaina, Oolwalu, Lahaina, Pukoo, Kamalo, Kaunakakai, arriving in Honolulu Saturday

freight or packages unless receipted for, nor for personal baggage unless plainly marked. Notresponsible for money or jewelry unless placed in charge of the All possible care will be taken of Live Stock, but the

Company will not assume any risk of accident SAM'L. G. WILDER, President; S. B. ROSE, Secretary. OFFICE-Corner Fort and Queen Streets. 1121 3m

### INTER-ISLAND Steam Navigation Co.

LIMITED.

## Steamer "W. G. HALL

(Malulani)

Will ran regularly to Masiaca, Maui, and Kona and

Steamer "IWALANI

Will run regularly to Nawiliwili, Koloa, Eleele, and Walmes, Kaual.

## Stmr. "C. R. BISHOP"

Will run regularly to Hamoa, Mauf, and Kukulhaele, Honokaa and Pasuhau, Hawaii.

Stmr. "JAS. MAKEE

Will run regularly to Kapaa, Kauai.

we Office of the Company, foot of Kilanea Street near the PMSS Wharf. J. ENA, Secretary. T. R. FOSTER, President. Honolulu, March 30, 1886.

General Advertisements.

# Metropolitan Market

King Street.

G. J. WALLER, Proprietor

Choicest Meats from Finest Herds

PAMILIES AND SHIPPING

Supplied on Short Notice

-AND AT THE

Lowest Market Prices.

Has removed to the above centrally located premises, lately occupied by Mrs. Withinson, where he has Just Received an invoice of New Goods in his line ex S. S. MARIPOSA, making his Stock one of the most complete and varied to be found in Honolulu. These Fine Goods will be sold at prices to sait the teed to keep longer after delivery than freehly-killed meat.

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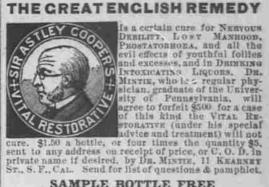
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From Symes & Co., Pharmaceutical Chemists, Medical Hall, Simia, January 5, 1880. To J. T. Davenport Eq., 33, Great Russell Street, Bloomsbury, Londou. Dear Sir., We embrace this opportunity of congratulating you upon the wide-sprend reputation this justify esteemed medicine, Dr. J. Collis Browne's Chlorodyne, has carned for itself, not only in Hindostan, but all over the East. As a remedy for general utility, we must question whether a better is imported into the country, and we shall be glad to hear of its finding a place in every Anglo-Indian home. The other brands, we are sory to say, are now relegated to the native bazars, and, judging from their sale, we fancy their sejourn there will be but evanescent. We could multiply instances and infinition of the extraordinary efficacy of Dr. Collis Browne's Chlorodyne in Diarrhea and Dysentery Spasms, Cramps, Neuralgra, the Vomiting of Pregnancy and as a general sedative, that have occured under our personal observation during many years. In Choleraic Diarrhea, and even in the more terrible forms of Cholerai telf, we have witnessed its surprisingly controlling power. We have never used any other form of this medicine than Collis Browne's from a firm Conviction that it is decidely the best, and also from a sense of duty we owe tethe profession and the public, as we are of opinion that the substitution of any other than Collis Browne's is a DELIBERATE BREACH OF FAITH ON THE PABE OF THE CHEMIST TO PRESCRIBER AND PATERY PABE OF THE

CAUTION.—Vice-Chancellor Sir W. Page Wood stated that Dr. J. Collis Browne was, undoubtedly, the Inventor of Chlorodyne; that the story of the defendant Freeman was deliberately untrue, which, he regretted to say, had been sworn to.—See 'The Times,' July 13, 1864.

Sold in bottles at 1s, 132d., 2s, 9d., 4s, 6d., and 11s each. None is genuine without the words "Dr. J. Coll lis Browne's Chlorodyne" on the Government stamp-Overwhelming medical testimony accompanies each bottle.

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